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This report gives information on the functional and geographic organization of the Reichsbahn

The section on functional organization discusses the administrative structure (Ministry of Transportation, Directorate-General of the Reichsbahn, Reichsbahn directorates and divisions, Tank Car Operations Office), technical organization (railroad repair yards, operations plants and engine terminals, locomotives stations), operational organization (traffic and operations control, train control, etc.), and the Railroad Workers' Union.

Under geographical organization are given details on the sections and facilities of the Reichsbahn directorates, as well as lists of railroad repair yards and district committees of the Railroad Workers' Union.

Although the report presents an over-all picture, it cannot be considered complete except in certain phases such as the departmental structure of the Directorate-General and of the Reichsbahn directorates Berlin, Cottbus, Halle, and Magdeburg. Purposely omitted were offices performing tasks not specifically related to transportation, such as the Social Security Office (Sozialversicherungskasse, SVK), Transportation Police (Trapo), Railroad Savings Association (Sparkasse), interpreter service; lower echelons, such as interlocking plants, bridge sections, storage facilities, freight offices (Güterabfertigung, Ga); and listings of section shops.

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Letters in parentheses refer to appended source..

A. Functional Organization**1. Administrative Organization****a. Ministry of Transportation**

From the end of World War II to 1949 the highest transportation authority in the Soviet Occupation Zone of Germany was the Main Administration of the German Economic Commission for the Soviet Occupation Zone (Deutsche Wirtschaftskommission, DWK, Hauptverwaltung Verkehr). In 1949, when the Soviet Zone of Germany became the German Democratic Republic, the Main Administration for Transportation was changed to the Ministry of Transportation.

The ministry is headed by Prof Hans Reingruber, doctor of engineering. Subordinated to it are the three Directorates-General of the Reichsbahn, of Water Transportation, and of Automotive Transportation.(a)

b. Directorate-General of the German Reichsbahn (Generaldirektion, GDR or GDR)

The Directorate-General, headed by its Director-General, Erwin Kramer (successor to Willy Kreikemeyer), is composed of the management and 16 departments.

The management consists of the director-general, who decides all basic matters and supervises Department XVI; a deputy director-general, who supervises Departments I-VIII; an administrative director, who supervises Departments IX-XIII; and a cultural director, who supervises Departments XIV and XV.

The 16 departments are:

- I. Operations
- II. Passenger Traffic
- III. Freight Traffic
- IV. Mechanical Department; chief, Erich Wagner
- V. Railroad Repair Yards
- VI. Construction and Investments
- VII. Safety and Communications
- VIII. Planning and Statistics; chief, Lindemann (fnu)
- IX. Supply
- X. Procurement
- XI. Finance
- XII. Labor and Wages
- XIII. Law and Administration; chief, W. Schubring
- XIV. Cultural and Welfare matters
- XV. Training
- XVI. Personnel

c. Reichsbahn Directorate (Reichsbahndirektion, RBD).

Subordinated to the Directorate General are eight Reichsbahn directorates. Each of these is operated by a management and a number of departments. The management of a Reichsbahn directorate consists of a president, who decides basic matters and supervises the administrative departments, VIII-XIII and XVI; a vice-president, who supervises the operational departments, I-VII; a cultural director, who supervises the cultural departments, XIV and XV; and additional officers in some cases.

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The departments of the directorates bear the same numbers and have the same functions as those of the Directorate-General, except that only the Berlin Directorate has a Department V, handling the Berlin Intra-urban electric Railroad (S-Bahn). (b)

The administrative structure of RBD Berlin and RBD Halle and the chiefs of the various departments in 1950 and 1951 were as follows (for Berlin, the data is for both years unless otherwise indicated):

<u>Department</u>	<u>RBD Berlin, in 1950 (a) and 1951 (c)</u>	<u>Chief</u> <u>RBD Halle, in 1950 (i)</u>
I. Operations	Kutschker	Wilde
II. Passenger Traffic	Prickler	Richter-Devroe
III. Freight Traffic	Lehmann (1950: Ehmer)	Staginnis
IV. Mechanical Department	Grohs (1950: Giese)	Wendt, vice-president
V. Intra-urban Railroad	Kittlaus	<u>/nonexistent/</u>
VI. Construction and investments	Boettcher	<u>/open/</u>
VII. Safety and communications	Bonke	Fischer
VIII. Planning and Statistics	Prill	Stern
IX/X. Supply and Procurement	Daeumichen	Stoebel
XI. Finance	Heydt	Jantz
XII. Labor and Wages	Bahr (1951 only)	Dittmar
XIII. Law and Administration	Dr Meusel	Dr Freytag
XIV. Cultural and Welfare Matters	Pommeranz (1950: Guenzel)	Kreisel
XV. Training	Bummert	Kreisel
XVI. Personnel	Schulz	Zimmermann

The breakdown of departmental functions in the Reichsbahn directorates may be illustrated by the structure of RBD Cottbus:

Management

President
Vice-president
Cultural director
Cultural secretariat
Youth instructor
Section for classified matters

Control Office for the Reichsbahn directorate

Department I. Operations

Section 11. Operational management
Section 12. Operation-technical section

Department II. Passenger Traffic

Section 21/23. Passenger train service, passenger traffic

Department III. Freight Traffic

Section 32/34. Freight tariffs, freight handling service
Section 33/38. Freight transportation service, freight car service, freight train schedules

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Department IV. Mechanical Department

- Section 42/43. Locomotive service
- Section 44/45. Railroad car service, automotive vehicles
- Section 46/47. Mechanical installations, high-voltage technique

Department VI. Construction

- Section 61. Line engineering
- Section 65. Architectural engineering
- Section 67. Track structure
- Section 68. Bridge and technical construction

Department VII. Safety and Communications

- Section 71/72. Safety and Communications

Department VIII. Planning and Statistics

- Section 81/83. Over-all planning, operations and traffic planning, statistics
- Section 82/84. Investment planning, machine-technical and construction-technical planning

Department IX/X. Supply and Procurement

- Section 91/92. Supply, stores
- Section 101. Procurement

Department XI. Finance

- Section 111. Chief bookkeeper of the directorate
- Section 113. Control of finances
- Section 117. Economy of the enterprise

Department XII. Labor and Wages

- Section 121/123. Technical work norms, wage and tariff matters

Department XIII. Law and Administration

- Section 131. Legal matters
- Section 134. Administration (including office management)

Department XIV. Welfare Matters

- Section 141. Welfare matters

Department XV. Training

- Section 151. Training

Department XVI. Personnel

- Section 161/162. Personnel
- Section 163. Female workers and employees.(d)

It appears, from a comparison of the structure of the various directorates (1), that the sectional structure within departments may vary slightly from one directorate to another.

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d. Reichsbahn Division (Reichsbahnamt, RBA)

Each Reichsbahn directorate is geographically subdivided into a varying number of Reichsbahn divisions. The divisions are classified by size into four classes.(b)

No direct information has been found on Class 1. However, the organizational structure of RBA Magdeburg, given below, deviates from the known structure of Class 2, 3, and 4 divisions and appears to be indicative of the structure of Class 1 divisions, probably the largest divisions. The organizational structure of this division is as follows:

Management:

Division chief
Deputy chief for operations
Deputy chief for cultural matters

- Department I. Operations
- Department II. Passenger Traffic
- Department III. Freight Traffic
- Department IV. Mechanical Department
- Department V. Construction and Investments
- Department VI. Safety and Communications
- Department VII. Planning and Finances
- Department VIII. Personnel, Labor, and Wages
- Department IX. Supply
- Department X. Administration and Welfare Matters.(i)

Class 2 divisions (e.g., RBA Berlin 1 of RBD Berlin, RBA Senftenberg of RBD Cottbus) are organized as follows:

Management:

Division chief
Cultural Director
Mass propaganda
Party instructor
Bookkeeping

- Department I/II. Operations, Passenger Traffic
- Department III. Freight Traffic
- Department IV. Mechanical Department
- Department V/VI. Construction, Safety, and Communications

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Department VII. Planning and Finance

All matters of planning, investment planning, labor force planning, statistics, technical work norms, organization of work, work preparation, distribution of labor force, wage and tariff matters, cost of passenger traffic, and, for the time being, personnel planning

Department VIII. Personnel, Labor and Wages

Functions corresponding to those of Department XVI of the Reichsbahn directorates, insofar as they are handled at the division level.

Department IX. Supply**Department X. Administration and Welfare Matters**

Class 3 divisions (e.g., RBA Berlin 3, 4, 5, and 7 of RBD Berlin, RBA Cottbus of RBD Cottbus) have one department less than Class 2 divisions because departments I/II and III are combined.(b,d)

Class 4 divisions (e.g., RBA Berlin 2 and 6 of RBD Berlin) have departments less than Class 2 divisions. Departments I/II and III as well as Departments IX and X are combined.(b)

e. Tank Car Operations Office (Kesselwagenleitstelle, Kwl)

A separate Tank Car Operations Office was established by law on 14 August 1950. It directs and supervises the use of tank and container cars in accordance with the monthly transport plans approved by the Ministry of Transportation. All cars under its jurisdiction are registered by its Operations Department. The Operations Department is organized as follows:

Chief
Planning group
Reports group
Filing group
Control group.(c)

2. Technical Organization**a. Railroad Repair Yard (Reichsbahnausbeuerungswerk, RAW)**

The railroad repair yards are regularly listed as belonging to the individual Reichsbahn directorate (d), but, since there is a department (V) of the Directorate-General for railroad repair yards and since information dealing with these yards is published in the official Reichsbahn bulletins by the Directorate-General (j), it would appear that they are administered at least in part by Department V of the Directorate-General. The yards can be classified as locomotive repair plants, car repair plants, or locomotive and car repair plants.(f)

b. Operations Plants and Engine Terminal

On the division level all locomotive and car servicing is handled by railroad operations plants (Betriebswerke, Bw). If the volume of operations becomes too large, a division of functions takes place: railroad car operations plants (Bahnbetriebswagenwerke, Bww) handle car servicing, and engine terminals (Bahnbetriebswerke) handle all locomotive servicing.(g)

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According to a memorandum issued in 1941 by the German Commander of Railroad Troops, a "Bahnbetriebswerk" should embrace the following:

- (1) Locomotive service installations such as cinder pits, coaling stations with coaling cranes, water columns, inspection and lubrication pits, sanding facilities, and boiler washing facilities
- (2) Turntables or Y-tracks
- (3) Storage track for locomotives
- (4) Engine sheds with stalls, work pits, and work benches
- (5) Sanitary and overnight accommodations for engine crews
- (6) Heated workshops
- (7) Heated offices
- (8) Water stations and auxiliary water stations, including water delivery points, pumps, and tanks
- (9) Central heating systems
- (10) Lighting equipment including electric power stations
- (11) Emergency power plants.

c. Locomotive Station (Lokbf., Lokstation)

Subordinate to the operations plants are the locomotive stations. The same source in 1941 defined a "Lokstation" as "a 'Bahnbetriebswerk' with very limited tasks. It has purely operational functions and consequently has hardly any repair facilities. Items 1-11 under the definition of a 'Bahnbetriebswerk' are also generally valid for a 'Lokstation,' but on a much smaller scale." (h)

d. Miscellaneous Technical Shops, usually attached to larger railroad stations (i)

Section shops (Bshnmeistereien, Bm) handle maintenance of the permanent way.

Signal and communications groups (Signal- und Fernmeldemeistereien, Sfm), signal shops (Signalwerkstaetten, Sw), and communications shops (Fernmeldewerkstaetten, Fw) handle maintenance and repair of signal and communications installations. (g)

Some larger railroad stations also have the following:

Architectural Engineering Office (Hochbaumeisterei, Hbm)
 High-Voltage Section Shop (Starkstrommeisterei, Stm)
 High-Voltage Maintenance Shop (Starkstromunterhaltungsstelle, StUst)
 Railroad Power Plant (Bahnkraftwerk, Bkw)
 Automobile Operations Plant (Kraftwagenbetriebswerk, Kbw). (i)

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3. Operational Organization

Operations departments (Department I) at the various organizational levels are assisted in their work by the following sections:

a. Traffic and Operations Control Section (Verkehrs- und Betriebsueberwachung, VBUe) attached to the Directorate-General

b. Chief Train Control Section (Oberzugleitung, OZL), attached to Department I of the directorates

c. Train Control Section (Zugleitung, ZL), attached to Department I of the divisions

d. Local operations control sections (Betriebsueberwachung, BUe) which supervise operations at large stations such as marshaling yards and shunting stations.(g,i)

The train control sections must always be informed of operations proceeding on lines and at stations under their jurisdiction. Their function is to prevent any operational difficulties and, in cooperation with the stations, to further the unimpeded flow of traffic, particularly at peak traffic periods.(g)

4. Railroad Workers' Union (Industriegewerkschaft Eisenbahn, IG Eisenbahn)

Railroad workers in the German Democratic Republic are organized in the Railroad Workers' Union, headed by Minister of Labor Roman Chwalek. The union is a member of the League of Free German Trade Unions (Freier Deutscher Gewerkschaftsbund, FDGB). It is represented by the Central Committee (Zentralvorstand), on the level of the Directorate-General of the Reichsbahn, by district committees (Bezirksvorstaende, BV), on the Reichsbahn directorate level by local committees (Ortsvorstaende), and by shop committees (Betriebsgewerkschaftsleitungen, BGL).(i,j)

B. Geographical Organization

1. Reichsbahn Directorates.

The Directorate-General of the German Reichsbahn, subordinated to the Ministry of Transportation, has jurisdiction over all public railroads in the German Democratic Republic. Under the Directorate-General there are eight directorates: Berlin, Cottbus, Dresden, Erfurt, Greifswald, Halle, Magdeburg, and Schwerin.(a)

a. Reichsbahn Directorate Berlin

Reichsbahn Directorate Berlin is subdivided into seven divisions, numbered 1-7. Each division includes one or more railroad car operations plants and one or more railroad operations plants. Locomotive stations are subordinated to railroad operations plants. The following table shows this structure for RBD Berlin.

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<u>Division</u>	<u>Railroad Car Operations Plant</u>	<u>Railroad Operations Plant</u>	<u>Locomotive Station</u>
Berlin 1	Rummelsburg (Rga)	Lichtenberg (Blo)	Altlandsberg Herzfelde Strausberg Karlshorst
		Rummelsburg (Rgb) Ostbahnhof (Osb) Erkner (Erk)	Erkner
Berlin 2		Schoeneweide (Swv)	Berlin Goerlitzer Bahnhof Koenigswusterhausen Mittenwalde
Berlin 3		Anhalter Bahnhof (Abh) Tempelhof (Tfr) Jueterbog (Jue)	Behagen-Kaulsdorf Dahme/Mark (narrow gauge) Teltow/West Wuenesdorf coaling station
Berlin 4	Potsdamer Gbf. (Potsdam Freight Station) Grunewald	Grunewald (Gd) Brandenburg (Main Station) (Bn) Seddin (Sed) Brandenburg-Altstadt (Ba)	Potsdam Belzig Lehmin
Berlin 5	Lehrter Bahnhof	Lehrter Bahnhof (Leb) Wustermark (Wur) Ketzin (Ket)	Spandau Nauen Neustadt/Dosse Rathenow Roskow
Berlin 6	Pankow	Gesundbrunnen (Gsr) Pankow (Pkr) Neuruppin (Nr) Basdorf (Bas)	Velten Oranienburg Loevenberg Rheinsberg Tegel Marien (harbor)
Berlin 7	Frankfurt/Oder	Frankfurt/Oder Passenger Station (Fko/Pbf) Frankfurt/Oder Shunting Station (Fko/Vbf)	Muencheberg Stadt (city) Fuerstenwalde Fuerstenberg Kuestrin-Kietz Beeskow Dolgelin Zechin Gross-Neuendorf

(d, f, k, m)

RBD Berlin further includes a railroad car operations plant at Gruenau (f), railroad operations plants for narrow-gauge equipment at Dahme and Nauen-Senske (k), a railroad district school at Grunewald (l), a railroad operations plant at Mittenwalde-Nord, a signal and communications group at Berlin, a signal shop at Berlin (Kolonnenstrasse), and an architectural engineering office at Frankfurt/Oder. (u,o)

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The following railroad operations plants serve the Berlin Intra-urban Railroad: Nordbahnhof, Papestrasse, Gruenau, Friedrichsfelde, Wannsee, Hundekehle, and Erkner.(f)

b. Reichsbahn Directorate Cottbus.

Reichsbahn Directorate Cottbus is subdivided into two Senftenberg and Cottbus.(p) It includes the railroad operations plants Elsterwerda, Hoyerswerda (d), Luebbenau, Cottbus, Straubitz, Senftenberg, Finsterwalde, Kamenz, and Luckau, the Cottbus Railroad Repair Yard, the Cottbus High-Voltage Section Shop, and the Cottbus Signal and Communications Group.(n)

c. Reichsbahn Directorate Dresden

Reichsbahn Directorate Dresden is subdivided into six divisions, including the Zwickau and Riesa divisions.(p)

The following railroad operations plants are known to belong to RBD Dresden: Werdau, Wilsdruff (in charge of the Freital-Potschappel, Hainsberg/Sachsen, Radeburg, Klingenberg-Colmmitz, Meissen, and Triebischtal locomotive stations), Muegeln near Oschatz (in charge of the Oschatz, Strehla, and Lommatzsch locomotive stations) (d), Dresden-Friedrichstadt (q), Riesa, Nossen, Pockau-Sengefeld, Bad Schandau, Pirna, Zwickau, Adorf, Greiz, Aue, Reichenbach, Zittau, Bautzen, Loebau, and Goerlitz.(n)

RBD Dresden includes, furthermore, a railroad school at Hennichen, a locomotive station at Plauen/Vogtland Ob. Bf. (upper station) (d), railroad power plants at Chemnitz and Dresden, signal and communications groups at Chemnitz, Riesa, Floeha, Freiberg, Doebeln, Annaberg, Dresden, Zwickau, Plauen-Ost, Zittau, and Loebau, high-voltage section shops at Chemnitz, Riesa, Dresden, Zwickau, Aue, and Bautzen, and a signal shop, a communications shop and a printing shop at Dresden.(n)

d. Reichsbahn Directorate Erfurt

Reichsbahn Directorate Erfurt is subdivided into six divisions (p), including the Weissenfels division (r) *See also, Gera, Suhl, Sonneberg, and Thuringia*

The following railroad operations plants are known to belong to RBD Erfurt: Erfurt Passenger Station, Nordhausen (d), Erfurt Freight Station, Sangerhausen, Arnstadt, Gera, Naumberg, Weissenfels, Zeitz, Weimar, Saalfeld, Probstzella, Meiningen, Gerstungen, Macha, and Eisenach.(n)

RBD Erfurt further includes a signal shop, a communications shop, an automobile operations plant, and an architectural engineering office at Erfurt, a locomotive station at Artern, and a railroad car operations plant at Gehren.(n)

e. Reichsbahn Directorate Greifswald

The Reichsbahn Directorate Greifswald is subdivided into four divisions (p), including the Stralsund division.(s)

The following railroad operations plants are known to belong to the RBD Greifswald: Angermuende, Prenzlau, Pasewalk, Stralsund, Putbus, Barth, Neubrandenburg, Neustrelitz, and Waren. The directorate also includes an architectural engineering office and a signal and communications group at Greifswald.(n)

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f. Reichsbahn Directorate Halle

Reichsbahn Directorate Halle is headed by Galkers (fnu), president, Wendt (fnu), vice-president, and Bethge (fnu), cultural director.(i)

RBD Halle is subdivided into five divisions: Halle/Saale (Hl), Torgau (Tg), Leipzig (Lpz), Wittenberg (Wn), and Altenburg (Alg).(t)

The following railroad operations plants are known to belong to RDB Halle: Falkenberg, Wittenberg, Jueterbog, Halle Freight Station, Leipzig South Main Station, Leipzig-Wahren, and Altenburg.(n)

The following signal and communications groups are known to belong to RBD Halle: Halle/Saale, Eisleben, Merseburg, Dessau, Leipzig, Borsdorf, Altenburg, Wittenberg, Bitterfeld, Eilenburg, Falkenberg, Leutzsch, and Gaschwitz.(t)

RBD Halle further includes high-voltage section shops at Dessau and Halle, high-voltage maintenance shops at Merseburg, Oberroeblingen, and Grosskorbetha, a signal shop at Halle, a communications shop at Halle, an architectural engineering office at Leipzig, a railroad power plant at Leipzig, automobile operations plants at Leipzig and Halle, engine terminals at Halle Freight Station and Halle Passenger Station, and railroad car operations plants at Leipzig East Main Station, Leipzig-Wahren, Halle, and Halle-Diemitz.(i,n)

g. Reichsbahn Directorate Magdeburg is subdivided into four divisions (p): Aschersleben, Magdeburg (Mg), Halberstadt, and Stendal (Stl).(i)

The following railroad operations plants are known to belong to RBD Magdeburg: Guesten, Wernigerode, Burg, Haldensleben, Magdeburg, Stendal, Jerichow, Salzwedel, Oebisfelde (n), Buckau, and Rothensee.(i)

RBD Magdeburg further includes high-voltage section shops at Aschersleben, Halberstadt, Stendal, and Magdeburg, an automobile operations plant at Magdeburg, a communications shop at Magdeburg (n), engine terminals at Haldensleben, Blankenburg, Koethen, Halberstadt, Aschersleben, Burg, Calbe, Guesten, Stassfurt, Gueterglueck, Magdeburg Main Station, Magdeburg-Buckau, Magdeburg-Rothensee, Wernigerode, Salzwedel, Stendal, Eisleben, and Oebisfelde, a railroad car operations plant at Magdeburg Main Station, architectural engineering offices at Stendal and Magdeburg Main Station, signal and communications groups at Biederitz, Stendal, Salzwedel, Schoenebeck, Aschersleben, Guesten, Halberstadt, Magdeburg Main Station, Eisleben, and Oebisfelde, and a signal shop at Magdeburg Main Station.(i).

h. Reichsbahn Directorate Schwerin

Reichsbahn Directorate Schwerin is subdivided into four divisions.(p)

The following railroad operations plants are known to belong to RBD Schwerin: Hagenow-Land (d), Wittenberge, Schwerin, Parchim, Wittstock, Guestrow, Rostock, and Wismar.(n)

RBD Schwerin further includes a signal shop and a communications shop at Schwerin.(n)

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2. Railroad Repair Yards.

There are 25 railroad repair yards in the German Democratic Republic. Two of them, Zwickau and Leipzig, have received honorary designations in addition to the place name, for outstanding service.

The following table lists the railroad repair yards, the type of repair they handle, and the Reichsbahn directorates to which they belong. (d, f, i,)

<u>Railroad Repair Yard</u>	<u>Handles Locomotives</u>	<u>Railroad Cars</u>	<u>Reichsbahn Directorate</u>
Berlin, Warschauer Strasse		x	Berlin
Brandenburg-West	x	x	"
Grunewald		x	"
Potsdam		x	"
Schoeneeweide		x	"
Tempelhof	x	x	Cottbus
Cottbus	x	x	Dresden
Chemnitz	x	x	"
Dresden		x	"
"7 October," Zwickau	x	x	"
Schlauroth	x		Erfurt
Gotha		x	"
Jena		x	"
Meiningen	x		Greifswald
Eberswalde		x	Halle
Delitzsch		x	"
Dessau		x	"
Halle	x		"
"Einheit" (unity), Leipzig	x	x	Magdeburg
Halberstadt	x	x	"
Magdeburg-Salbke		x	"
Stendal	x		"
Blankenburg	x	x	Schwerin
Malchin		x	"
Wittenberge	x	x	

In addition, there are repair shops for narrow-gauge railroad cars at Friedland, Chemnitz, and Perleberg. (p)

3. Railroad Workers' Union

The following is a list of district committees of the Railroad Workers' Union and of the largest railroad installations under their union jurisdiction. (u)

<u>District Committee</u>	<u>Includes</u>
Berlin	Berlin, Brandenburg, Frankfurt/Oder, Potsdam, Jueterbog
Cottbus	Cottbus, Senftenberg, Spremberg, Luebben
Dresden	Dresden, Chemnitz, Zwickau, Aue, Goerlitz, Zittau, Riesa
Erfurt	Erfurt, Weimar, Gotha, Eisenach, Nordhausen, Meiningen, Jena
Greifswald	Greifswald, Eberswalde, Pasewalk, Neustrelitz, Stralsund

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District Committee

Includes

Halle

Magdeburg

Schwerin

Halle, Leipzig, Bitterfeld, Wittenberg,
Dessau, Torgau
Magdeburg, Stendal, Halberstadt, Aschersleben,
Salzwedel, Blankenburg, Eilsleben
Schwerin, Rostock, Guestrow, Wismar,
Wittenberge

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